

Application No. 10/605,624
Amendment dated September 13, 2005
Reply to Office Action of June 15, 2005

Docket No.: 22137-00003-US1

REMARKS

Claims 1, 2, 5, 6-8, 10, and 11 are now pending in this application. Claims 1, 6, and 7 are independent. Claim 6 has been amended, and claims 3 and 9 have been canceled without prejudice in this amendment.

Objection to the Abstract of the Disclosure

Withdrawal of the objection to the Abstract is requested. The Abstract has been amended in a manner which is believed to overcome the Examiner's stated basis for objection. Applicant will entertain any further amendments the Examiner might wish to make to the Abstract by way of an Examiner's Amendment, if that should be necessary.

Indefiniteness Rejection

Withdrawal of the rejection of claims 3, 6, and 9 under 35 U.S.C. §112, second paragraph, as being indefinite, is requested.

Claims 3 and 9 have been canceled, and claim 6 has been amended in a manner that is believed to overcome the stated basis for alleging indefiniteness.

Allowance of claim 6 is requested.

Allowable Subject Matter

Applicant notes with appreciation the indication that claims 1-2, 5, 7-8, and 10-11 have been allowed.

Conclusion

In view of the above amendment, applicant believes that each of pending claims 1, 2, 5, 6-8, 10, and 11 in this application is in immediate condition for allowance. An early indication of the same would be appreciated.

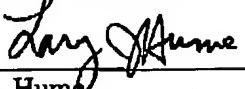
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In the event the Examiner believes that an interview would be helpful in resolving any outstanding issues in this case, the undersigned attorney is available at the telephone number indicated below.

Applicant believes no fee is due with this response. However, if a fee is due, please charge CBLH Deposit Account No. 22-0185, under Order No. 22137-00003-US1 from which the undersigned is authorized to draw.

Respectfully submitted,

By 
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Attachment: Replacement Abstract of the Disclosure

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REPLACEMENT ABSTRACT OF THE DISCLOSURE

A parallel engine and transmission drive arrangement with application to both land and marine vehicles reduces the large moment arm and moment about the rear axle in the case of land vehicles, and provides for trim and stability and compact arrangement of the drive arrangement in the case of a marine vessel. The arrangement is applicable to buses, tractor-trailer rigs, towing, dump trucks, garbage trucks, concrete trucks, fire trucks, recreational vehicles, and boats or ships. In one aspect, the engine and transmission are laterally arranged in a parallel manner. This arrangement shortens the longitudinal distance necessary in rear-mounted engine designs from about 120 inches to as little as 54 inches. The large moment arm found about the rear axle in conventional rear-mounted engines is thereby reduced, and the transfer case performance requirements are relaxed, resulting in a transfer case with reduced bulk and weight.